a de la companya de l	Approved For Release 2003/08/05 THE PORT CLASSIFICATION OLD LT  CENTRAL INTELLIGENCE AGENCY  INFORMATION REPORT	REPORT NO. 25X1 CD NO. 25X1
COUNTRY U	SSR (Moscow MD)	DATE DISTR. 14 Dec. 1949
	ircraft Engine Plant, formerly Plant No. 82, in oscow-Tushino	NO. OF PAGES 2
PLACE ACQUIRED	25X1 25X1	NO. OF ENCLS.
DATE OF INFO		SUPPLEMENT TO 25X1 REPORT NO.
THIS DECURING CONTAINS INFORMATION AFFECTUO THE RATIONAL DUESAGE OF THE UNITED CYATED WITHIN THE READING OF THE REPIGNACE ACT SO U. S. C., SI ALD SA. AS ABEINGED IN TO TRANSMISSION OF OTHER REPUBLISHED OF THE CONTRIBUTE OF THE C		
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	L settlements area: The area was bord road line to MOSCOW and the TUGHINO on the south, by boggy terrain on the and the aircraft engine plant on the Swellings for about 1,400 engineers	railroad station e west and north, north and east.

- experts of the aircraft engine plant were being constructed here. Such house had accommodations for 12 families.
- 2. The only entrance to the aircraft engine plant was on the northeast. A three-story workshop, 155 x 600 feet, was completed in November 1948. The ground floor of this building was taken up by an engine room; on the other floors there were many small rooms with many electrical switch connections. This workshop has been lighted at night since January 1949.
- \$. The following observations were made in the plant during two visits:

a. Crankshafts, cog wheels, aluminium pistons for engines (liameter about 4 inches, height about 5 inches) were manufactured.

b. Large engines, more than five feet long with an unidentified neaber or cylinders. Twenty such engines were once seen on a freight car. Normally, 10 freight cars left the ractory every week. It is not known whether 20 engines were loaded on each of these cars.

## CONFIDENTIAL

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Approved For Release 2003/08/05 : CIA-RDP82-00457R003900680005-4 25X1 CENTRAL INSELLIGENCE AGENCY -2-25X1 Jourent: The statement on the construction of a new workshop in the northeastern part of the plant confirmed previous information b. The plant is chiefly a developmental and assembly plant, mostly for diesel engines. c. \_\_\_\_\_\_\_auch scrap was stored in the plant, and the arrival of scream engines was also 25X1 c. rejeatedly dentioned. It is possible that engines are also overhauled and canalbalized in the plant. This assumption would explain the large smipments of direraft engines leaving the plant. A quantity production of direraft engines in the amount of 150 to 200 per week some improbable considering the size of the engines, their various types and the dvailable force.

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